

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2007 No. 123



# FLOWER POWER

# **THE TRIUMPH MAYFLOWER CLUB**

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*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

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*Cover: Steve Coulman outside the hotel at John O'Groats after completing the first leg of his journey from his home town, all down hill from hereon!!*

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## TMC COMMITTEE MEETING

to be held on  
**SUNDAY**  
**NOVEMBER 18th**  
at the  
Alumwell School  
Primley Avenue, Walsall  
just off J10 M6  
Starts at 2.00 pm  
*Come along and have your say*

## TRIUMPH MAYFLOWER CLUB

### **KEY FOB**



*Available from the Regalia Secretary*  
**£4.00 plus postage**

# Editorial

WE ARE a very small club with only about 150 members in the whole world and around 100 members living in the UK. In looking after that club, the burden of work falls onto quite a small band of eight or nine loyal and dedicated committee members.

This happy band do their very best to manage the club, organise the annual rally and keep the Mayflower in the eye of the larger classic car fraternity by their activities. It is easy for those of you out there reading this to be upset by, or to complain about club problems, that arise from time to time.

Things such as late arrival of a magazine, the website only being updated two or three times a year, officers not available at home when you ring them up during the day. I could go on.

I would like to say this to you all. Ask yourself "Can I do a little bit to help out this great little club that I belong to?" "Have I an opinion and can I voice it?" "What do I want from this club?" "How can we work together to make this club better and get more out of it, all at the same time?"

Now I've got your attention, does anyone feel like coming along to the next committee meeting? It will be held at Alumwell School in Walsall, near Birmingham on Sunday, November 18 at 2.00 pm (doors usually open about 30 minutes before for those that like to arrive early).

The venue is just about the most perfectly central place in the UK, less than two minutes from the M6 motorway junction 10. There are refreshments available and we have an informal meeting, broadly following an agenda but with everyone getting a chance to express their ideas.

Committee members or not, this is open government at its very best. The main purpose of the meeting is to plan the day out for the next year's annual rally. Who's going to bring the tents, the flagpoles, the tea urn, how are we laying out the cars, what are the other clubs rallying with us doing, what time shall we meet Sunday morning to set up the rally field, what shall we put in the magazine and a few more bits and pieces.

Once we get that out of the way we have a general chin wag and discuss any other matters arising. If John Gogay, Fred Newman or Peter Benfield have had any orders for spares from

members who are attending they may have some bits to distribute, then around 4.00 pm we wind up and set off home.

In March or April, we meet for our Annual General Meeting, similar day and time and location but to receive all the reports from the various officers (the short ones that usually appear in the AGM report) and to hold short elections for any posts coming vacant.

Not much new blood has shown up for some time volunteering to take posts on. Our committee is the same bunch it has been for some years. Perhaps we are a bit jaded, certainly a bit older and probably no wiser.

Several jobs could do with new holders having a go. To get them... Well that's down to you, come along in November and meet up and have a chat about what you might be able to do, or come along to the AGM and volunteer. Three meetings a year (the third lasts about 20 minutes at the annual rally and you'd like to be there anyway). Can YOU manage that? WE do need YOU...

If you cannot manage that, then (usual appeal) can you write a few words about yourself, or your car, or the shows you go to. A few photos with even a dozen words can help to make the magazine more interesting. Go on, have a go...

## Copy dates

Copy deadlines for the future issues are: December 1; April 5, June 5. All correspondence should be sent to Phil Benson or emailed to Phil or John Gogay, details are on the inside front page.

## CAN YOU HELP STEVE?

I'm after a pair of 'Flower' front seats for a project I'm cooking up to allow a rapid switch between genuine front seats and a replacement set with headrests, arm rests and 3 point seat belt built in. Unwin rails allow removal of seats in buses and disabled vehicles for wheelchair access and I want to do something similar to my 'Flower'. The kids have their seat belts in the back but my John O'Groats/Land's End trip brought home to me how vulnerable I am in the front. For rallies and authenticity I can put in my 'Flower' seats and for long distance driving etc I can install the 'safety seats'. Any condition seats (both passenger and driver) will do as they will be used as a pattern (unless they're better than my red leather originals!). The base and mounting is the vital bit. I already have the Unwin rail system and three matching mini bus seats to play with — good old e-Bay!

*If you can help that would be great  
please phone me on*

**01724 762067 / 07717 587818**

# Chairman's report

**by Peter Benfield**

HOW QUICKLY the summer months seem to pass. Hatton Country Park with long grass and sodden surface seems a long time ago now but July nevertheless until the last few days of the month has also produced more than its fair share of rain necessitating the cancellation of numerous rallies.

It was a relief therefore to attend the so called Northern Rally on Ripon Racecourse on July 29 with a fine blustery day but also with a firm dry surface for the annual display of over 1,000 cars in aid of the Yorkshire Air Ambulance.

The Triumph Mayflower Club were represented with four Mayflowers together with a beautiful Renown belonging to Alan Kormes. The actual number of cars expected was increased by 400 non-registered entries who made the journey to Ripon at the expense of a cancelled rally elsewhere.

Thus in all over 1,500 cars were present taking up every inch of space available.

The Yorkshire Air Ambulance therefore fittingly benefited from the large attendance and as this service is a registered charity it is reliant upon charitable donations from various events and donations by individuals throughout Yorkshire.

This wonderful service began operations in October 2000 and since then has flown nearly 7,000 missions conveying patients to hospitals throughout Yorkshire and neighbouring counties.

This service costs £ 1.4m per year to run which means a sum of £3,500 has to be raised each day.

I am extremely grateful to the Mayflower owners Neil Tonks, John Donachie, Brian Redshaw and Alan and Maureen Kormes who



Cars belonging to Neil Tonks, Brian Redshaw and John Donachie at the Ripon Rally with the Yorkshire Air Ambulance in the background



*The Air Ambulance just arriving*

made the effort to attend this show and illustrates how we can meaningfully make use of our classic cars.

For the technically minded the helicopter is a MD 902 Explorer, a twin engined aircraft, with Pratt and Whitney engines that can carry a full tank of fuel giving two hours flying time and can reach speeds of 154 mph. It was of course this service which recently saved the life of Richard Hammond of Top Gear fame.

A small rally at Bolton Abbey, organised by the White Rose Classic Car Club will be held on Sunday, October 7, and will provide a fitting end to a rather topsy turvy summer.

This rally takes place in the old restored Bolton Abbey railway station, originally used by the Duke of Devonshire on his visits to this area and usually attracts a varied selection of classic cars.

There is also the added attraction of a short ride on the restored railway system as far as the village of Embsay which is of course adjacent to the Rylestone area made famous by the film *Calendar Girls* of WI fame.

I am hoping to meet up with at least two TMC members who like myself enjoy the smaller local gatherings where one finds the same cameradie associated with all classic car owners.

If anybody is interested in staying in the Northumbria Coast area Terry Gordon's son runs a very good 'bed and breakfast' for anyone wishing to spend afew days in this much under rated holiday area. The web site is [www.theestatehouse.co.uk](http://www.theestatehouse.co.uk).

## Planning meeting

May I also remind members that the Planning Meeting will be on Sunday, November 25.

I apologize if my report reads more of a Rally report than that of a Chairman's but this has been an unusual summer. However with fingers crossed perhaps we can end the season with a "Indian Summer" and enable the classic car movement to more than make up for lost time.

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# A five-day journey in a Mayflower

by Steve Coulman

THE BEST part of Mayflower ownership for me is the driving and as this car had not been run-in since being entirely rebuilt I decided in June 2006 that I would drive it to the Mayflower Club Rally at Burford and visit my best mate Gavin in Devon afterwards.

I decided to do a round 'tour' from Messingham, North Lincolnshire to Ilfracombe returning via Sir John Black's grave at Llanbedr, Wales. I planned a route avoiding motorways and excessively steep gradients taking in leaded fuel stations as I wanted to build up some lead memory after the engine rebuild.

This 'tour' would help run the car in and give me the chance to get to know it. Although the weather delivered periods of sunshine and heavy rain (like this year's summer), the Mayflower was driven harder and harder (familiarity) over the 25 driving hours it took to cover the 903 miles.

The only problems experienced were a minor leak from the passenger quarter-light and the snapping of the rear straphanger to the exhaust. This was repaired with a piece of coat hanger wire (useful stuff to carry).

The temperature gauge didn't give cause for concern at any time helping to dismiss the myth that Mayflowers boil over at the slightest hint of an incline. We decided that this journey wasn't enough to prove the reliability of the Mayflower as a useable classic and so we planned John O'Groats to Land's End in 2007.

The mileages and calculations therefrom for the journey are based upon the Mayflower's odometer, which indicated 1,045 at the start of the journey. From the use of a portable GPS satellite navigation system we knew that the speedometer registers 7mph fast when actually doing 50mph (i.e. 57mph).

## Planned route

Again I planned the route avoiding motorways whenever possible (none around in the 1950s), avoiding excessively steep hills (okay going up but the way down can be hairy on drum brakes with no seat belts) and to take on board as much leaded petrol as possible. When no leaded was available we used Castrol Valvemaster.

The day before we were due to leave was Fathers' Day and my family and I drove the

## FOR SALE

### 1952 Triumph Mayflower

#### RESTORATION PROJECT

The car is black over grey and is thought to be complete  
It has minor rust around windows that should clean off ok and some  
rust splits on the front wings, other than that fairly solid elsewhere

Partly stripped down, bonnet and gearbox are inside the car

Tyres are rough and one is splitting

No log books or documentation but has some number plates fitted but  
who knows whether original or not

Will need to be trailered away. Reason for sale, bought as spares car  
but found a great Mayflower so do not need it

Offers please to Trish on:

**0151-928 1732 (Liverpool)**

Mayflower the 39 miles to Brodsworth Hall, just outside of Doncaster, for a classic car rally. I fitted the Land's End to John O'Groats magnetic decals when we arrived which attracted a fair amount of interest from fellow car owners and the public alike.

I'm pleased to say that none of the other owners doubted the Mayflower's ability to make the journey, though some questioned the timescale we had set ourselves and the lack of a back up vehicle etc. Where's the sense of adventure in that?

## Day One 18/6/07

Gavin and I had thankfully prepped the car for an instant 'off' on the Sunday evening and we started our tour in heavy rain at 6.00 am on Monday, June 18, 2007 — the first and marginally longest leg of 423 miles to Inverness.

By the time we reached Selby the rain had finished and we drove on wet roads with threatening clouds overhead. The wipers had been melodic in their slow almost robotic rhythm and other than heavy rain I didn't use them as an application of Rain Magic was doing it's stuff. Drizzle and spray were not the wipers forte' and so I preferred looking through droplets than smears.

Our first stop was at Bedal, North Yorkshire, to take on a last tank of leaded fuel before we would return to England. Our first diversion from the planned route occurred here as we drove 20 miles up the A1(M) to join the A68.

We cruised at 53 mph (actual, according to the GPS SatNav) and

sped up on occasion to overtake a number of lorries and cars. The A68 up to Scotland is a relatively quite road and we loved the hills and blind summits that litter this route.

As a rule at the bottom of each 'road valley' we were doing about 55 mph and by the time we reached the top about 30 mph, the process would then repeat as we effortlessly made our way roller coaster style. The hills made no impact on the temperature and oil pressure gauge readings, which remained stubbornly at their correct positions. A well set up Mayflower



can run all day (as we will go on to prove) without the constant need to look at the instrument fascia allowing the drive to be enjoyed for what it is.

At the Scottish border we stopped to take in the view and have our photos and digital film taken with a welcoming piper in full regalia. A quick check on the fluids after 193 miles required no top ups; onward!

The Edinburgh by-pass was a crawl due a serious crash but after passing the scene we crossed the Firth of Forth ready to meet up with fellow Mayflower owner, Ian Watt, at Inverkeithing.

After a cup of tea and a sandwich Gavin set off with Ian in his Mayflower and we took it in turns to pass each other on the M90 up to Perth with Gavin filming and taking photos of my Mayflower. We left Ian at Perth and after making our only navigational mistake of the trip made our way up the A9 to Inverness.

The Mayflower ran steady and true maintaining good speed up the long climbs as we progressed, I'm pleased to say that there was nothing else to report in this respect. We arrived at 4.45 pm, filled up with leaded - adding the requisite amount of Castrol Valvemaster and booked into the Travelodge.

A full inspection of the Mayflower revealed no problems and we added 250ml of water, two pints of Castrol SAE30 and did a grease nipple service. A meal and a pint, then to bed.

## Day Two - 19/6/07

The Mayflower instantly kicked into life at 5.50 am as we set off on the final push for John o'Groats. It was dry, warm, overcast and we had virtually the roads to ourselves as we crossed the Cromarty and Dornoch Firth road bridges, possibly the first Mayflower to do so?

The A9 hugs the coast and we could see seals basking on the rocks below. After a few miles it was clear that the change from leaded to unleaded hadn't caused any issues whatsoever, we didn't have to make any adjustments and the performance was unaffected.

As the road climbed and fell between Helmsdale and Wick the Scotch mist descended to engulf us, visibility down to 50 metres. I had made up the rear high-visibility magnetic decals for dusk /night running, never thinking that they would be worth their weight in gold in fog (Mayflower rear lights are red pinheads).

We made steady progress at an enforced 30 mph due to the fog, however, this did not stop some drivers (who obviously use the force) overtaking us on severe up hill gradients on blind 'S' bends. At 8.40 am we parked up outside the Groats Inn. It was a beautiful morning but as we'd arrived quite early everything, bar one shop, was closed.

After 35 minutes we were off again with a John O'Groats sticker proudly displayed in bottom left of the rear window. Would we make it to Land's End to get one to go opposite? I'd like to tell you that lots of Mayflower-related things happened on route to our next bed at the Dunfermline Travelodge but I can't.

I overcame the urge to pull into the Glenmorangie Distillery for the night, we refuelled (plus additive) at Inverness, added 200ml of water, the weather was ideal, road excellent, the scenery outstanding and the Mayflower performed without fault. Oh, we did hit 60 mph at one point just to see if we could (GPS confirmed).

We arrived at Dunfermline at 3.30 pm, undertook a full inspection of the Mayflower, which revealed no problems and we added 200ml of water, two pints of Castrol SAE30 and did a grease nipple service. A meal and a pint, then to bed.

## Day three 20/6/07

This was our day of disappointment. We set off at 6.15 am in absolutely torrential rain (and I mean torrential) and had problems with misting up, despite the heater, fan and constant application of cloths.

A couple of minor leaks on both passenger and driver's side of the windscreen added to the fun. This all dictated our safe travelling speed until Hawick on the A7 and was somewhat frustrating, as we wanted to get on. However, the A7 was fantastic to drive and the scenery outstanding.

By the time we reached Kendal the sun was out and we filled up with unleaded again, having made the decision to by-pass the chance of leaded petrol outside of Carlisle because of the detour involved and the Mayflower running so well on leaded plus additive (don't fix it if it ain't bust).

Later, due to our excellent progress, we decided to detour for more pleasant reasons and had lunch in Morecambe as neither of us had visited before and why not? Our next stop

was central Wigan as this was the home of the Mayflower independent brewery. I had telephoned a month prior and arranged for something to eat, a brewery tour and a pint. Alas, when we got there it was all shut up and appeared closed for business.

To top it off when I reversed up the hill out of a parking bay the Mayflower gave out a cloud of grey smoke. This quickly cleared on driving and though I imagined smoke from then until journeys end Gavin assured me he never saw any smoke.

We arrived at Haydock at 3.55 pm and booked into the Travelodge. A full inspection of the Mayflower again revealed no problems and we added one pint of Castrol SAE30, no water and did a grease nipple service. A meal and a pint (none of the Mayflower variety!), then to bed.

#### **Day four - 21/6/07**

This was our day of poor customer service. The A49 south was our companion for some time after setting off at 5.45 am in light to heavy rain from Haydock until we met the A466. The A466 south of Monmouth is a drive you should try and do in your Mayflower (or other classic) winding through a wooded valley with the River Wye below.

The heavy rains the UK was experiencing nationally were fortunately, in the main, skirting our tour but would require us to take an unexpected detour. Just north of Tintern Abbey the A466 was closed as rainwater and mud off the hills had blocked the road and so we headed up into the hills on a single-track road in the rain.

The first couple of miles were up a steep hill awash with water and red mud making it very slippery. I didn't want to have to stop if possible because if we slowed requiring first gear we may have had a job getting enough momentum to get back into second (confounded Mayflower gear ratios mean you can climb Everest, only very slowly).

As it was we passed several on-coming cars with inches to spare and had the back end skip out on corners on a number of occasions, hurrah for rear wheel drive! This was the best part of the tour for me and I loved every second of unknown single-track road over hills in the rain, back end twitching on the slippery surface, what a challenge!

Gavin is an excellent navigator and passenger if he was uncertain or fearful at any





time he never showed it. We crossed the Severn Bridge and after nearly six hours driving we stopped off at Bridgewater to fill up with unleaded.

We spent our money and were refused access to the toilet facilities, which makes me wonder how small garages expect to keep going if this is how they view customers. I wonder, do I look like a thug?

On checking the Mayflower over, adding a pint of oil and 250ml of water we noticed the mud and road dirt smears all over the front and down the sides from the hill climb. Ironically they gave the appearance of this slab sided razor edge car having been in a wind tunnel for tests. I only wished they'd have come out on film.

The long haul on the boring A30 was somewhat of an anti-climax as we approached Land's End. We arrived at 4.09 pm and pulled up in the coral of a car park. We were tired, elated and soon to be disappointed by the commercialism of the site and the fact that (a) most of the attractions were closed and (b) they didn't sell Land's End stickers for the rear window. ("I don't believe it!" as I went into a full Victor Meldrew).

There wasn't anything that we could park next to showing that we had arrived, like there was at John o'Groats, so when we noticed the chain was down to the Land's End Hotel front car park entrance, we seized the moment on a whim like school boys on a prank. Photos with the Atlantic at out back and the hotel to our left excellent.

As I had driven in, a chap in a full length driving coat was walking out having obviously been on a 'recky'. He very soon pulled up next to me in his 1907 Rolls-Royce Silver Ghost, having just completed the run himself. It's odd but in the excitement of it all whilst chatting, taking photos, etc, I never noticed the hotel employee come out and tell Gavin that we weren't welcome and should leave immediately.

Just as well none of us had booked in for the night, as we had originally planned. I never got the man's name, so if he reads this can he please 'give me a bell' and we can exchange photos.

We departed at 5.10 pm, after undertaking a full inspection of the Mayflower which revealed no problems and we added 200ml of water,  $\frac{1}{2}$  pint of Castrol SAE30 and a selective grease nipple service. Our destination and prize was

two nights digs at Ilfracombe, interspersed with food and ale.

As we left Wadebridge on the A39 the heavens opened delivering three hours of rain that made driving very difficult in parts. One fortunate thing about the Mayflowers tyres is that although they may not have a large surface area connecting with the road they sure can cut through standing water.

A brief stop in Barnstaple, buying the necessities from a supermarket, 14 miles short of a beer and bed, we found the Mayflower's battery dead. Driving for three hours with the lights, fan and wipers on had drained the battery and we had to undertake a push start.

The last few miles were a little unnerving as we drove in the rain on sidelights and no fan to save the battery as much as possible. We arrived in Ilfracombe at 8.45 pm and the car would not restart, the battery was well and truly dead.

### **Day five 24/6/07**

During the two rest days the battery was charged and found to hold onto the same. A full inspection of the Mayflower revealed no problems and we filled up with unleaded petrol plus Castrol Valvemaster, added 250ml of water, two pints of Castrol SAE30 and did a grease nipple service.

The steering box didn't need a top up though a 'nip up' on bolt number 11 to the cylinder head was required. Refreshed we set off at 6.35 am in drizzle headed for the Triumph

Mayflower Owners Club rally at Hatton Country World near Warwick.

The Mayflower continued to run and behave perfectly and again we had another uneventful journey arriving at our destination at the exact time we projected some weeks earlier. We received a very warm welcome from our friends and fellow enthusiasts at the rally which proved to be the wettest in many years.

The drizzle and generally poor conditions didn't sway us from celebrating our achievement, to prove that the Triumph Mayflower is a reliable, useable and enjoyable classic car that can be used on today's busy and congested roads.

The final leg home was for the purposes of this article 'same old same old.' We always carried a spare gallon in the boot as we'd never been certain of the accuracy of the fuel gauge. You are not going to believe this but we ran out of fuel as we rolled down the gentle incline that is the street where I live, ending on the driveway, silently. Next morning I had to use the gallon to finish the journey into the garage.

Well that's another trip completed. The next major journey is probably Ireland to be followed in a couple of years by the 5,000 miles around Europe that Triumph undertook to promote the launch of the Mayflower. If anyone has any details on the exact route taken, other than the promotional booklet produced, I'd love to hear from them. Go on, buy yourself a Triumph Mayflower and join the owners club you can drive for miles and the smiles come free!

## **CLUB SUBSCRIPTIONS**

If you have not yet paid your subscription for the  
Year ending March 31 2008  
please do so as soon as possible

We have extended the period for payment until October 31 2007  
if payment is not received by then no further access to spare  
parts will be available  
and no further copies of *Flower Power*

Please send your cheque for £25 to John Oaker  
(US members may send \$51.75, made payable to John Gogay, who will pass it on)

**Letters****... and E-mails****Did you know!**

The Mayflower jack was manufactured by Smiths Jacking Systems Ltd. It is a "Steady-Lift" and was patent number 625500.

I found out by stripping the paint off mine ready to repaint it and noticed some writing. Out came the magnifying glass and 'hey presto'.

*Phil Benson (490)*

**The model they kept quiet?**

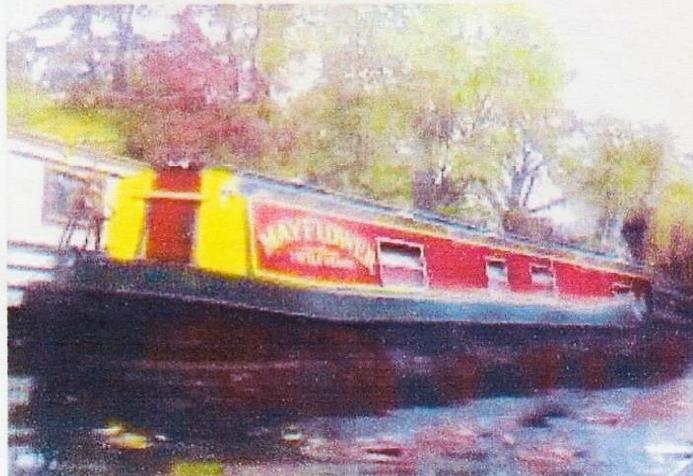
Dear Phil,

I thought that the enclosed photograph and article might be a little amusing as well as the place being a point of interest. I thought that you might like to include it in an issue of *Flower Power* sometime.

It had to be taken very quickly on a mobile phone camera hence not brilliant quality but I think it will improve if reduced to fit a magazine column.

Now that my own Mayflower is finished I do have quite a story to tell of my own experiences of Mayflowers. I will write them out and send to you for some future editions.

The longboat was spotted moored up on the Grand Union Canal between Camden Lock in North East London and a place called "Little Venice". If anyone is ever in this area of London, Camden Market is well worth a visit. It is just an enormous street market, which is

**Answers to the quiz in the last issue**

- 1) Dumfries; 2) Oldham; 3) Newcastle; 4) Crewe; 5) Holyhead; 6) Blackburn; 7) Freshwater; 8) Mansfield; 9) Leeds; 10) Darlington; 11) Motherwell; 12) Coventry; 13) Darwin; 14) Wrexham; 15) Axminster; 16) Basildon; 17) Bedford; 18) Ramsgate; 19) Derby; 20) Morecambe; 21) Ascot; 22) Taunton; 23) Hull; 24) Stonehaven; 25) Boston; 26) Manchester; 27) Wellington; 28) Newark; 29) Sheffield; 30) Workington; 31) Leicester; 32) Kidwelly; 33) Bath; 34) Brighton; 35) Newbury.

Contributed by kind permission of Margaret Leeves of Southern Counties Historic Vehicles Preservation Trust

extremely colourful with just about every different culture you can think of (bohemian, hippy, Chinese, etc).

Whilst here you can pick up a waterbus from Camden Lock, which goes along to Little Venice. This is a leisurely cruise along the Grand Union Canal, which passes through part of the London Zoo. If you are lucky you can catch a glimpse of some of the animals. The journey takes about 40 minutes each way. You will marvel at some of the huge mansions situated along the route and of course the many colourful longboats moored up. This is where the "Mayflower" was spotted. Quite a colourful and unique model I thought.

*Kind regards  
Derek Pragnall (599)*

Many thanks Derek, great to hear there is more to come — Ed

**All good things ...**

Dear John,

I suppose at some stage all good things come to an end and so it is with me as a Mayflower owner. I have sold my car and would like to thank you and all the club committee members for all the support and kindness they have shown me over the past eight years.

Letters continued from page 11 . . .

After serving its purpose for my daughters' weddings I found myself using the car less and less and with a possible house move coming in the near future I decided to let it go to someone who would make use of it.

For all the kindness at the rally and the rapid response you afforded me when I decided to fix a bit on the car I would like to thank you personally, John.

Being so far from the Mayflower Rally meant that I could not attend as often as I would have liked but I have very happy memories of the occasion in Bletchley Park.

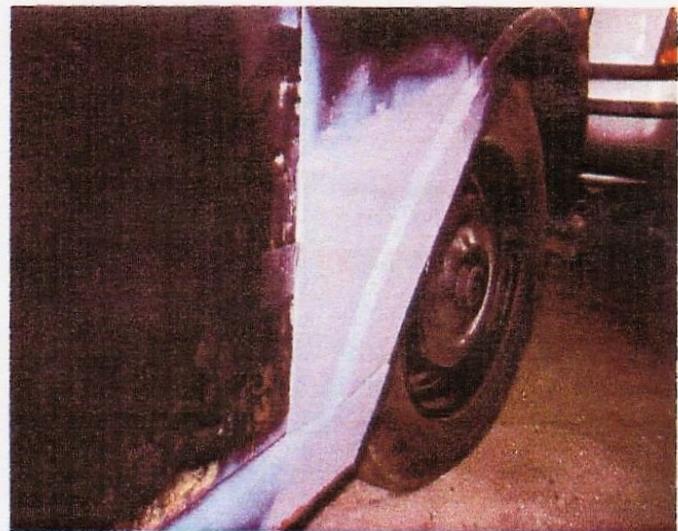
I wish you and the club members every good wish for the future and who knows the bug might bite again some time and I may finish up owning another Mayflower. This is not to be at present. Thanks again

*Pat McKeeffry, 863  
Co Antrim, N. Ireland*

## Working with patches

Dear Phil,

Since my last e-mail, I can report that work has started on the rolling restoration. Having purchased two wing patches from J. Collier and



*Some of Michael's handywork*

a sheet of mild steel from our local motor factors (0.010 thicker than other cars I have worked on).

I have cut away rusty metal from both wing bottoms, repaired metal inside and fitted the panels, painting to follow.

The next area I am going to attack are the door outer skins, at least the bottom five inches of same.

I have a couple of questions: I would like to raise the driver's seat by about two inches, the bolts holding the runners seem welded. Should they? Has any member tried running the Mayflower on radials?

*Michael Davidson, 1031  
Helston, Cornwall*



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# Coventry Festival of Motoring

## Press release

COVENTRY'S ANNUAL Festival of Motoring, staged this year on September 1 and 2 has been hailed as yet another overwhelming success and a hugely enjoyable weekend.

Demonstrating its increasing popularity latecomer applications to take part in the Festival were being turned away as this year's event attracted over 540 entrants from all over the UK, eager to share in the celebration of Coventry's outstanding motoring heritage.

Saturday's events were staged in Millennium Place, outside the sweeping entrance to Coventry Transport Museum. A packed audience of spectators enjoyed a wide range of street entertainment and Steve Colley's amazing motorcycle stunt show. Music and dancing groups including an admirable selection of local talent such as the 13th Coventry Scout Band and city based Freeman Dance Group and Dynamite Cheerleaders. A selection of almost 100 fine vehicles was there to represent the very best of British motoring heritage. The day was rounded off by an evening reception hosted by the Lord Mayor of Coventry and wonderfully led by motoring writer Graham Robson, with his special guest, ex-model and award winning rally driver, Rosemary Smith.

## Cavalcade

The Sunday programme saw an impressive cavalcade of over 540 vehicles undertaking a 60 mile route around Coventry and North Warwickshire. Entrants were privileged to have the opportunity to visit the Motor Industry Research Association (MIRA), experiencing a special section. Drivers were greeted by a warm welcome from residents who hosted a number of street parties around the route, and who really helped to create a true Festival atmosphere.

Back at the War Memorial Park spectators were able to enjoy 30 club marque stands and a number of stunning displays by Steve Colley's motorcycle stunt show and Clown Bluey entertaining the children. The day was brought to a stunning climax as thousands of spectators

gathered to welcome the participants back to the Park and applaud various category winning entrants:

\* Jaguar Trophy for Oldest Vehicle on the Run: 1902 Wolseley, Michael McNamara from Wolverhampton

\* Coventry Transport Museum Trophy for Best Coventry Made Vehicle: 1971 Triumph Herald Estate, David Beechey from Coventry

\* Peugeot Trophy for Best Vintage, Veteran or Classic Vehicle: 1939 Riley 1½ litre saloon, David Dudley-Toole from Birmingham

\* Lord Mayor's Trophy for Furthest Driven Entrant: Mr Fred Nicklin from Menorca in a 1976 Triumph Spitfire

\* Coventry Chamber of Commerce Trophy for Best Motorcycle: 1937 New Imperial, Peter Brown from Coventry

\* Delphi Diesel Trophy for Best Commercial Vehicle: 1932 Morgan Delivery Van, Malcolm Bull from Coventry

\* People's Choice Winner: 1967 Rolls Royce Phantom V Touring Limousine, Peter Nightingale from Royston in Hertfordshire

\* Treasure Hunt Winners: Katie and Matthew Saunders from Southam in a 1986 BMW M535i

Malcolm Oliver, of the Museum and one of the organisers of the event commented "What a brilliant weekend it was. The range of events attracted massive support and the list of entries was a genuine large scale representation of the best of Britain's engineering traditions. All of our partners in the organisation of the Festival are now eagerly looking forward to 2008. The Festival of Motoring has become an important annual event and already we have a long list of car owners eager to take part again next year."

The 2008 Coventry Festival of Motoring is scheduled to take place on the first weekend in September and entry details are likely to be available in the early Spring.

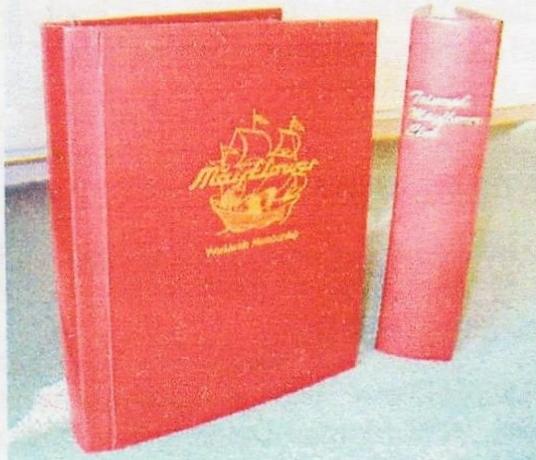
Letters continued from page 12 . . .

## Available in South Africa

Dear Sir,

The enclosed is a photograph of a Mayflower that I located in a scrap yard in Cape Town. It is in reasonable condition with all parts intact. I am bringing it to your attention to establish if anyone is interested in buying locally or in shipping back to UK, either way happy to assist.

Roger J Fullerton  
Phone +27 21 685 3423  
Fax +27 21 689 5915



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Originally built for Sir John Black, Managing Director of the Standard Motor Company, circa 1935 this individual detached home stands in impressive grounds within Kenilworth Road on the outskirts of Coventry. The well planned accommodation, which benefits from central heating and been well maintained, comprises on the ground floor; reception hall, drawing room, dining room, sun lounge, kitchen, pantry, studio, breakfast room, guest cloakroom and integral garaging, on the first floor are the master bedroom suite including bathroom and dressing room, five further bedrooms and the house bathroom. Outside the gardens extend to approx. 1.7 acres and include a detached garage, patio areas, extensive lawns, pond and various outbuildings.

This advertisement was spotted in the hotel high life magazine by one of the guests staying at the Honiley Court Hotel on the weekend of our Triumph Mayflower Rally in June

## Quarter Light Rubbers

The club has a small number of Quarter Light Rubber sets available on a first come first basis. Anyone interested should contact:

**The Spares Secretary**

# Secondhand spare parts . . .

## Stock of parts held by Peter Benfield

2 Bonnets; 1 Boot Lid in primer; 1 Nearside Door; 1 Spare Wheel Carrier; 1 Petrol Tank, for restoration; 1 Petrol Tank; Several Front Windscreens; Several Rear Windows; Rubber Surround; Various Front Windscreen Chrome inserts; Various Glass and Quarter Lights; Various Headlights and Chrome Surrounds; Front Side Lamps, including lenses; Rear Light Lenses plus Chrome Surrounds; Various Brake Shoes and linings; Front Coil Springs; Bumper Support Brackets; Windscreen Wiper Motors; Wiper Motor with blade mechanism; Sun Visors; Roof Light; Various Pistons and Con Rods; Heater Box and slide controls; Prop Shafts; Steering Columns; Front Seat Slider Mechanisms; Chrome Radiator Shell; Radiator Grilles and starter flap; Track Rod Ends; Bonnet Hinges; Numerous Engine parts including: Tappet Blocks; Flywheels; Clutch Housings; Front Suspension Units; Cylinder Heads, poor but useable; Rear Axle; Gearbox.



Here we are outside Harrods, Gloria, bag in hand, ready for her big spend up!

## Parts held by Fred Newman

Engine, with main components and head; Manifolds; Distributor Caps; Coil Brackets; Dynamo Brackets; Speedo Cable; Radiator, needs recoring; Grille, minor damage; Bonnet; Wheel Nuts; Oil Filler and breather pipes; Carburettors and Floats; Air Filter and Bracket; Pedal Rubbers; Oil and Temperature Gauges; Starter Switches; Boot Lid and stays; Dip Switches; Rear Seat Squab, grey; Window Winder Mechanism; Speedometer; Some instrument holders with chrome bezels; and there's more . . .

*These lists of parts are a guide to what is available from the club, if you do not see the part you require give Peter or Fred a call, they may well have it!! But please be aware that these are secondhand parts, using them is your choice and no liability whatsoever can be accepted by the club.*

## Meeting up

As Spares Secretary I correspond and talk to many people from all over the world so it was most enjoyable to be able to meet up with member number 938, Gloria Young and her partner Stew from California, on their trip to London. Gloria's Mayflower is very special having a V6 Chevrolet engine complete with automatic gearbox and air conditioning. We look forward to reading her restoration report with some pictures (please).

John Gogay, Spares Sec

**FREE**

to anyone who collects it and makes nice little donation to my favourite charity

Engine, complete, turns over, may be runner, may need work

**Dave Stafford (near Croydon)**  
**Phone 020-8656 5844**

# Mayflower too fast!

"WHY WOULD my speedometer be giving inaccurate readings?" asks new member Ian Ritchie.

He also supplied the answer, loosely quoting some details from an article that recently appeared in *Practical Classics* magazine, he advises that having changed from cross ply to radial tyres could be the cause as cross ply tyres can be much larger than radials, so switching to radials can considerably reduce the overall diameter of the wheel and tyre.

This can lead to an over reading of around 10 per cent. A speedometer recalibration from a company like Speedy Cables or Speedograph Richfield would sort this problem out. They would need to know the details of the car and of the tyres it is now running on.

Anyone interested in the full article should obtain a *Practical Classics* magazine for September 2007 probably still available as a 'back number'.

---

*If you have any problems contacting the Spares Secretary please try Howard*

## TRIUMPH MAYFLOWER 1953

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# Rally report

by Ed Copson,  
Rally Secretary

HELLO AGAIN all Mayflower members, it's time once again to start thinking about next year's rally.

After getting our feet so very wet last year at Hatton Country Park we have managed to find an excellent venue at Woburn Abbey, in Bedfordshire. It has a choice of sites we can choose from, ranging from grassy to a harder surface that should allow for our unpredictable weather. The rally will be on Sunday, June 15 with the usual evening meal the day before.

Woburn is well known for its beautiful scenery and its deer park as well as having an interesting antique centre, gift shop and other amenities close to our site.

The Saturday get together will be at the Harben De Vere Hotel, situated just nine miles from Woburn on A509 just off junction 14 of the M1.

The hotel is a brand new one with excellent rates: £65 for a double including breakfast and £45 for a single room.

Meals are around £25-£26 mark depending on the menu. Parking is electronically accessed and under cover.

The usual booking system applies: Meals should be booked through me (address in the front of this magazine); Rooms should be booked directly to the hotel quoting "Early Triumph Club", Wendi Mayer, Events Co-ordinator, De Vere Harben, Tickford Street, Newport Pagnell, Buckinghamshire MK16 9EY. Telephone 01908 215602.

That's all for now folks, more information will be in the next issue of *Flower Power*.

## FOR SALE IN NEW ZEALAND

### 1951 MAYFLOWER

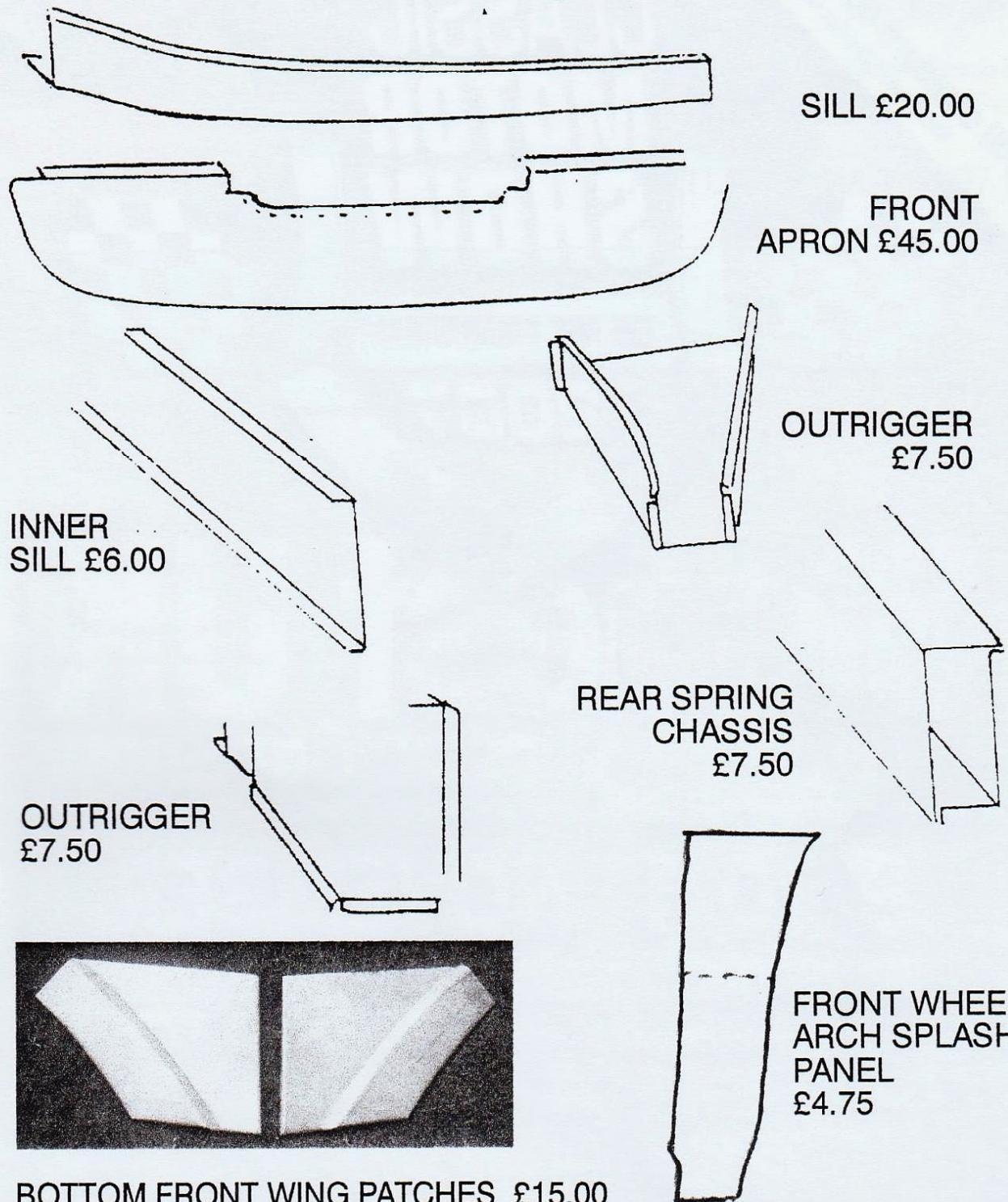
Has had extensive restoration including engine rebuild, repaint in black, rechrome, wiring loom replaced, reupholstered, brakes fully resurfaced,

On a good set of radial tyres

The asking price is NZ\$6000.00

# Classic Car Sills

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